

THE German steamer *China* changed hands at Yokohama and hoisted the Japanese flag on the 10th inst.

ONE of the five men who jumped out of the top window of 68 Bonham Street, during the recent fire, died this morning from the injuries he received.

IN consequence of the distress caused by the high price of rice, the Japanese Government has determined to throw open its granaries in Osaka and Tokio.

MESSRS. Adamson, Bell & Co., agents for the Canadian Pacific Line, inform us that the steamship *Abyssinia* arrived at Vancouver on the 21st inst. from Yokohama.

WE understand that His Excellency the Administrator (Mr. F. Fleming, C.M.G.) will proceed to Canton on Monday next, to pay an official visit to the Viceroy of the Liang Kuang.

A REGULAR meeting of Zealand Lodge, No. 155, will be held in Freemasons' Hall, Zealand Street, on Monday, the 2nd proximo, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

FIRST crop teas have arrived at Foochow in large quantities from the different districts, and the *Echo* understands that it was the intention of some of the tea hongs to send their masters out on the 19th inst.

A SILVER lode in the Toad Mountain mining section of British Columbia was recently discovered, which assayed from \$5 to \$15,000 to the ton. This is expected to develop into one of the most productive silver mines that have ever been discovered in America. It lays over Punjom, anyhow.

AT the Police Court to-day a coolie named Jimmy Choo was committed for trial at the next Criminal Sessions, by Mr. Wodehouse, for obtaining two cwt. of tobacco from the Ki Sam-shon, in East Street, yesterday, by means of a forged order. Bail was granted in two sureties of twenty-five dollars each.

THIS morning one of the light-fingered gentry who was 'up' before Mr. Wodehouse, was jailed for six months, with a fair medium of hard labour during in *four paces* to *ten*—for breaking open the box of a tenant of 3 Jardine's Bazaar and 'lifting' therefrom \$12 worth of jewelry, money, and clothing.

EARLY this morning the police found an old woman lying on the floor of her house, in the western district, bound hand and foot. She had been robbed during the night of some \$400, and although—not being gagged—she, had been raising an alarm for several hours, and several men employed by her slept in the next room, they professed entire ignorance of the affair.

WE have run "Patrick Cafferty" to earth. Patrick is not an Irishman, but a mean Scotchman who is anything but a credit to his name. We shall give him until Tuesday next at noon to make amends for the cowardly liels he has forwarded to us under false pretences; if he fails to do so, we sadly fear that "Patrick" will very shortly have to bid good-bye to his many friends for an indefinite period.

A CHINESE paper says that a foreign Commissioner of Customs will shortly leave for Chungking, and a foreign Custom House will be established there the same as in the other ports, but no foreign boats or vessels owned by foreigners will be allowed to trade there yet. Chinese boats may fly foreign flags (and most probably will be owned by foreigners or under foreign protection) and may trade there.

A MOST unfortunate bathing accident, with fatal result, happened at Macao on the 16th inst., the youngest son of Lieut. Maher, who was boarder at St. Joseph's College. The lad, on twelve years of age, was bathing with several of his companions, and in taking a plunge struck an unseen rock, thereby stunning himself and breaking his skull. His body was not recovered until the following morning. This sad event has cast quite a gloom over Macao.

I, the Consular Court at Yokohama, on the 7th inst., Robert White, third engineer of the *Abyssinia*, was charged with having been drunk on duty. The evidence showed that accused while on duty in the engine-room had quite his past and gone to his cabin about three o'clock on the morning previous to arrival at Yokohama, the ship being at the time in a heavy sea. The surgeon testified that when he examined accused a short time after he was much under the influence of drink. He was severely censured, and committed for three months.

LAST night, a few minutes after nine o'clock, an outbreak of fire occurred in No. 12, Kwong Yu Street, occupied by a vendor of loss-pye crackers, bombs, &c. Assistant Engineer Campbell, who happened to be near, at once rushed to the premises and took steps to prevent the flames from spreading. In a few minutes the brigade was in attendance, pouring copious streams of water into the house. The contents of the place were of a highly inflammable nature, but owing to the marked promptitude of the brigade, a serious conflagration was averted, the outbreak being suppressed in the space of some twenty minutes. The damage is estimated at \$3,000, covered by a policy of the Queen Insurance Co.—Messrs. No. 10 and Co., agents.

A SUIT, *The Chinese Insurance Co. v. Yoh Andrew*, heard in the Summary Jurisdiction Court, was reported in our issue of the 16th inst. is likely to lead to some interesting developments. Mr. Andrew is a much injured individual, at Messrs. Wotton and Deacon are eminent solicitors who, in our opinion, have been caught tripping very badly. Mr. Jno. J. Francis is a barrister-at-law and a learned Q.C., and a prettily smart member, when fairly on the job. But we leave the further elaboration of this by no means unimportant topic until we see what steps are likely to be taken to show up the growing evil that ought to have been suppressed in the bud years ago. Some Hongkong courts and their methods of doing business, are likely to have a pretty lively time in the columns of the *Hongkong Telegraph* during the next few weeks. We have bided our time with exemplary patience and at considerable cost; now it is our turn to have an innings for the public benefit, and we trust and believe that our efforts to put down legalised robbery in Hongkong will be made in vain.

R. L. S. WILBURN, one of the Westloughboe Electric Company's electricians, arrived yesterday, by the City of Rio de Janeiro. His destination is Canton, where the Company are putting in an incandescent plant with a capacity of 1,500 lights.

SAYS the N. C. Daily News of the 19th May.—Mr. H. E. Fulford, who has lately been H.M.'s Vice-Consul at Chemulpo, has arrived at Shanghai on his way to Chungking, where he is to re-open the British Consulate. It is improbable that at this season of the year he will be able to get to his post in the junk to which the Foreign Office has now reduced the treaty right, and he will most likely have to go overland from Ichang.

A COMPLIMENTARY benefit to the ladies of Hudson's Surprise Party, who leave for Australia by the steamship Changsha next Thursday, tendered by a number of Hongkong amateurs, will be given in the Theatre Royal, City Hall, on Thursday, the 26th inst. A varied programme has been arranged, full particulars of which will be shortly announced. A plan of the Theatre is now on view at Kelly & Walsh, Ltd., where seats may be booked.

The week of the Ulysses, as she now lies at Koshima, Miwagaki-mura, was sold at Kobe on the 3rd inst. and fetched a very good price. The bidding was started at \$7,000 and went rapidly up to \$12,000 by thousands, then it advanced more steadily by hundreds, and the lot was ultimately knocked down at \$29,400, to a Japanese syndicate. They intend to float her by blowing up the rocks by which she is surrounded, with dynamite.

A COMPANIONSHIP of the Order of St. Michael and St. George is a very doubtful honour, but in the case of our latest local recipient of that glistering decoration we are glad to see that Mr. W. M. Deane's long services in Hongkong have been duly studied and neglected, been at last recognized by the magnates of the Colonial Office. Mr. Deane is one of the oldest, as he is about the ablest, of our local Government officials, and it is certainly not creditable to "the powers that have been" that his eight and twenty years of useful work in this colony have been so long ignored.

A YOKOHAMA contemporary says that the author of the "Light of Asia" is engaged upon a new poem. It is to be called the "Light of the World." Already some three thousand lines are written and it is just possible that the work may be concluded before Sir Edwin Arnold leaves Japan, where a period of quiet and leisure has enabled him to put into connected form thoughts that have been with him for the past twelve years. The purpose of the poem is to represent the scheme of Christianity as it was conceived by its venerated founder : to clear away all the figuring and confusing elements that have gathered up about it in the course of half civilized centuries ; to reconcile it with modern science, and to still the strife of dogma, superstition, and error that obscures its true character.

ACCORDING TO The British Manufacturers between Amoy and Foochow a great deal of valuable iron exists, which, though not yet analysed, has been examined by Europeans, and is reported to be, without doubt, of the best quality. The vein is at least five miles long, and runs parallel with an extensive seam of coal. The ridge which contains it is 600 feet high, and about a mile and a half wide at the base, and nearly the whole of the mass is iron ore, which appears at the surface and is clearly exposed to view. The supply seems practically inexhaustible, and the facility with which it can be worked by simple carting away with practically no waste renders the deposit exceedingly valuable. The coal already alluded to is also abundant, and of good quality, and systematic working of both minerals would, according to an English expert who has visited the spot, be extremely profitable.

OUR Shanghai morning contemporary gives the following Hankow tea statistics for the 15th inst. :—

	Oopack chi-fu	Oanfa & chi-tai	Keechow & chi-chia	Ningchow & chi-chia	Hohchi chi-chia
Arrivals as last reported	33,970	26,340	56,096	3,285	
Arrivals since.....	76,561	108,510	105,070	16,900	
Total	110,531	134,850	161,166	20,185	
Settlements	79,712	89,200	118,187	14,911	
Present Stock 31,312	45,650	42,979	54,691		

The sharp competition of the last few days for Hankow district tea appears to be wearing out, and in some cases a decline of 6 to 8 ta p.c. can be recorded. Keemuns are in favour with English buyers, and are taken as soon as offered at fully firm rates. The residuum of the Ningchow crop is very undesirable, consisting mostly of tarry, burnt, or overripe teas.

"WHERE IS Oscar Brandt?" is the question often heard on 'the Rialto.' We are much afraid that Oscar has grievously disappointed the Hong Kong public generally, and his friend the Acting Chief Justice in particular. At all events he former hasn't known him more in this colony, and we are credibly informed that he has "gone where the woodbine twineeth," leaving his anxious inquirers to bewail his absence. And yet only a few short weeks ago—the Acting Chief Justice's eloquent summation up to the jury in *Brandt vs. Fraser-Smith*,—was the soul of honour, the incarnation of honesty, the living embodiment of injured innocence—and what is he now? The rascal! He himself has been for years past, the petty purveyor of paltry trifles in a public store, the convicted perjurer in the witness box, and cost this journey about two thousand dollars in damages and costs—thanks to the thing the old British justice in this colony—for publishing the truth about a common swindler who ought to have been serving a term of penal servitude years ago.

THE Shin Pao of the 17th inst. reports the death at Hangchow, Honan province, of His Excellency Li Sheng-shan, Governor of the province. The deceased was a member of the Board of War and Admiral of the Yangtze river. Pan first served under General Taisho Kwō-fu against the Taipings, and when the rebellion was at its height he was ordered by General T'ai-p'ing in conjunction with Yang (now Viceroy) Kanro, to take charge of the navy on the Yangtze river and suppress the rebellion along its banks which he did with conspicuous success. When peace was restored Pan was promoted to various responsible posts, but he never took many of these on account of having much to do along the Yangtze river in the winter months sailing naval ports and stations, to establish different Chinese naval bases. He also took part in the late Franco-Chinese war, managing the supplies for the Canton province. Everywhere he was different official held him in high respect, and all evil-doers were terrified whenever they heard he was coming. But Pan was somewhat antipathetic to foreign ideas and antipathetic to foreigners. His boast was that he never sent telegrams in his life, but preferred always to send letters. He was a man of great energy and a counter, though the matter might be overruled, urgent.

10-MORROW morning between 9 and 10.30 o'clock the steam-launch carrying the Bethel flag, will call alongside any vessel hoisting cod pennant C, to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

THE *Yokohama Gazette* of the 10th inst., says:—Just before going to press, we are informed of a very serious affair which has occurred at Yokosuka during the past few days. While the work of discharging cargo from the *Glendon* was proceeding notices in Japanese were conspicuously placed on and near the ship prohibiting smoking, we presume from what followed—a very necessary precaution considering the awful disaster which a match or any Yokosuka cigarettes might cause, and if Mr. Stevenson hadn't remarked that it was hot, and the sun had got over the fore-yard—or whichever is the missionary way of putting it—there would have been trouble. The conference was, any rate, hastily adjourned after a short prayer! Next day, among the correspondence read, was a letter containing a request for the return of a hat "lost in the accident yesterday." "Accident" is good. As Truthful James says in "Society" upon the Stanislaus—"..... it isn't the proper plan."

For any missionary gent to whale his fellow-man. And when we read that Professor Thwing subsequently objected to Mr. Delorme being engaged to photograph the assembled Stiglines "because he was always desecrating the Sabbath"—making the celestial hosts gnash their teeth, by "taking" groups on the way of rest—we smile at the enormity of the underestimation, and give a large cheque to start a Society for Feeding Menageries with Missionaries.

Our readers will no doubt remember, says the *Foohow Echo* of the 17th inst., that, some time ago, we made mention of the intention of a few up-country teamen establishing a tea warehouse at this port in order to enable them to sell their goods at a better price. The scheme was not entirely abandoned; but owing to the heavy losses the promoters sustained last year it had remained in abeyance. From what we now learn, this scheme, which by the way has come again under consideration, is to be on the co-operative principle; and, amongst other novelties in the working of it, the services of a foreign tea taster are to be engaged. It is calculated that if this project becomes an accomplished fact, teas will pass into the hands of foreign buyers at a far lower cost. The charges of tea hong, to commissions to middle men, and other heavy expenses they have had to meet are said to be enormous, and there would be a saving to the buyers to this extent, or to the grocer part of it at least. It is calculated that as much as two millions of dollars were paid, on way and another, to these middle men every season! Though the promoters fully expect that the new scheme will meet with strong opposition at first from the existing old fashioned tea hong, we see no reason why, under good management, it should not be successful. Foreign merchants will certainly hail any change that is to carry with it a lower cost of tea. The arrangements between the Tea Guild and each firm of Merchants with regard to weighing and the general conduct of the trade of the port, as well as the compact between the Tea Guild and the Chamber of Commerce seem to have worked so well that it is difficult at the first blush, to see how the new co-operative society is to work separately to the satisfaction of all concerned. It is true that an independent agreement could be made between this new Society and the Merchants and Chamber of Commerce on the same lines as that in force with the Tea Guild. But we are touching on a point not included in the scheme; the promoters intend, we understand, to work quite unbound by any rules or regulations. Whether they will be strong enough to act quite independently, and whether such freedom of action would meet the approval of foreign buyers remains to be seen. The tea hong have attended at the export of the tea for some time since the trade, as we know, is certain, and it is equally certain that if the services of these middle men could be dispensed with, the cost of tea would be to a great extent lessened.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

The first ordinary meeting of the shareholders of this Company was held at the Hongkong Hotel at noon yesterday. Mr. H. L. Dalrymple presided, and Messrs. H. T. Tennant, E. J. Davies, L. Poesnecker, G. S. Coxon, F. E. Cross, H. Wicking, C. A. Ozorio, J. F. C. de Rozas, W. H. Wickham (manager) and C. E. Harton (secretary).

The Chairman proposed that the report be taken as read, and added:—Since the figures were audited we have received payments of the call of \$4 on 276 of the 438 shares mentioned, and the unallotted shares have been arranged for, and will be credited to the Company in due course. I do not think I can supplement the information contained in the Engineer's report attached, giving, as it does, a concise history of the work done since the initiation of the Company in the early part of last year; it touches on all the really important points connected with the enterprise, and I hope that, in about four months, we shall be in a position to start the lighting of the area at present arranged for with the Government. I will only add that your directors hope that the general body of our shareholders will give the Company their solid support, and by their encouragement the general public to adopt electric lighting in every possible way. With this co-operation assured I look forward to a successful career, and to the eventual enlargement of the area under this light, which will materially add to the profits of the undertaking. I shall be happy to afford any further information desired.—There being no questions, he then proposed the adoption of the report.

Mr. Coxon seconded, and it was agreed to.

The Chairman then proposed the confirmation of the appointment of Mr. Tennant to the Board in succession to Mr. A. C. Stokes, absent.

Mr. Wicking seconded, and the matter was agreed to. He also proposed the re-election of Messrs. Dalrymple and Poesnecker to the Board.

Mr. Ozorio seconded, and the motion was adopted.

The Chairman having proposed the re-appointment of Mr. Stewart and Mr. G. Coxon as auditors, which Mr. Davies seconded, the proceedings terminated.

**THE RICHMOND TERRACE
ESTATE AND BUILDING
CO., LIMITED.**

The ordinary general meeting of the shareholders of the above Company was held at the offices, Queen's Road, to-day. Mr. J. D. Humphreys presided, and Messrs. H. Humphreys, G. C. Cox, Mancell, Sutton, Talbot, Clements, Nobbs, and others were present.

The report was adopted on the motion of Mr. Mancell, seconded by Mr. Nobbs.

The Chairman proposed the re-appointment of Mr. A. W. Malland, which was seconded by Mr. Sutton, and agreed to.

The Chairman declared that he had intended to lay before the meeting the projects he had in view for the further advancement of the Company, but his time had been so occupied of late, in consequence of the recent fire at the Dispensary warehouse, which had entailed an immense amount of extra work, that he was compelled to await another opportunity of doing so. He would, however, let the shareholders know his views by circular, and if, as he believed, they were in accord with him, a meeting to consider the matter would be held in due course.

The proceedings then terminated.

**OPENING OF THE HANKOW TEA
MARKET.**

HANKOW, May 13th.

The annual campaign on the Yangtze has commenced and is proceeding with a vigour that already eclipses all pre-existing records. This is a year undoubtedly of big things: a big crop; big prices; big profits to tea-men; big hearts and big expectations all round. Let us hope that it will be rewarded with what, at present, looks beyond all hope, big mercies.

But the position of affairs is a very serious consideration for the buyer of tea for shipment to England. Inasmuch as the London trade no longer requires finest tea, the difficulty at once presents itself of answering the simple question "What is a safe basis, which to begin by buying for the home market?" A few fine teas will assuredly pay profits, but it will be a veritable "leap in the dark" for those who first attempt to solve the "safe basis" riddle.

Shippers to England will do well to bear in mind that they are confronted by two very great and very great and very real dangers. In the first place the London trade will be but too well aware that at the best it will only receive a second-class article from the North of China. It will have to content itself exactly with the teas the Russian buyers are kind enough not to want. It will, in fact, have to comfort itself with the crumbs that fall from the rich man's table.

It will have to bear in silence the reproach of the unsentimental broker: "Do you expect us to pay up for sweepings, when we can offer our clients the good teas from India and Ceylon?"

The trade will "tumble to" the situation, Fancy poor England having in such a marked manner to play second fiddle in a trade which for years and years has been so emphatically her own? 'Tis sad indeed to summon up remembrance of things past.

And a second fact for shippers not to lose sight of is this; that Foochow teas are said to be of extra good quality; cost Ts. 10 to 12 per picul less than last year, and that Foochow buyers have no fear of competition from the collectors for the Moscow and Nishni Novgorod markets. It is quite possible, then, that the Foochow teas are good and cheap, they will be taken at home in preference to unsavoury shipments from Hankow. Now a word or two as regards the situation here. There was no delay in opening fire; the enemy was attacked at once.

A dozen chops of Ningchow, and some 4 chops of Keemun were shown in Kiukiang on the 6th inst., but the non-sanguine buyers there were uncertain of the safety of the "basis," only took four parcels of the latter description; and those at the not out of the way prices of Ts. 37 to Ts. 40, the tael prices being about 10 per cent. under those current last season, but the laying down cost equalling that of last year by reason of the high rate of exchange.

The next day, the 7th, matters were shown here, and although there was exhibited the usual "sweet, reluctant, amorous delay" during the afternoon, business commenced in real earnest on the 8th, and has continued with a growing vehemence ever since. A great expert has just pronounced the "rush to be the greatest on record, culminating in the fiercest excitement an excitement which as yet shows no signs of abatement."

For this "rotten state of Denmark" buyers for Russia are alone responsible. But as usual "his portentous responsibilities avec un sang froid bien laosacien."

Prices have hourly advanced until Ts. 68 has been not only a basis for Ningchow.

Regarding quality, opinion is divided, but the general impression obtains that the Ningchow teas as a class, are inferior to those of last season, the liquor being dull and dead; that Keemuns are quite up to an average, and are the safest and most reasonable investment for the London market; and that the Hankow district teas are superior all round in make, infusion and purity and that "tar" is conspicuous by its absence.

Purity is the characteristic of the crop. Bu-purity will be no avail when it is left, as it may in a few months be left, unaccompanied by its handmaids, strength and flavour.

Prices for finest grades have advanced on opening day Ts. 4 to 10 per picul, except for Keemuns which are slightly easier. Tea-men are exultant, and it is held that a profit of Ts. 1,000,000 has already gone into the pockets of the unsophisticated native, whose trade, he has for the past twelve months been assured, has passed beyond redemption.

After all said and done there are nothing like figures to substantiate one's statements, and the few submitted are not without interest. The total arrivals to date are:—

Kiukiang teas	339,773 agt	139,158 ch.	18
Hankow teas	186,790 "	47,43 "	"
	326,563	166,978	" "

The settlements are:—

Kiukiang teas	101,804 agt	59,158 ch.	188
Hankow teas	114,163 "	7,822 "	"
	215,967	66,980	" "

The prices paid are:—

Ts.		1880	
Ningchow	66 1/2 agt 1/2 1/2 1/2 1/2 1/2 1/2	150	150
Keemuns	66 1/2 agt 1/2 1/2 1/2 1/2 1/2 1/2	118 1/2	118 1/2
Hankow	66 1/2 agt 1/2 1/2 1/2 1/2 1/2 1/2	118 1/2	118 1/2
Yangtze teas	66 1/2 agt 1/2 1/2 1/2 1/2 1/2 1/2	118 1/2	118 1/2
Nipkaws	66 1/2 agt 1/2 1/2 1/2 1/2 1/2 1/2	118 1/2	118 1/2
Shanghai	66 1/2 agt 1/2 1/2 1/2 1/2 1/2 1/2	118 1/2	118 1/2
Sungay	66 1/2 agt 1/2 1/2 1/2 1/2 1/2 1/2	118 1/2	118 1/2
Onan	66 1/2 agt 1/2 1/2 1/2 1/2 1/2 1/2	118 1/2	118 1/2
Shanghai	66 1/2 agt 1/2 1/2 1/2 1/2 1/2 1/2	118 1/2	118 1/2

Figures like these are eloquent enough. The bulk of the crop comes from the Hunan and Hupoh districts, and such prices as Ts. 40 for Cheongsoukai, Ts. 38 for Yangtze teas, Ts. 35 for Sungay and Onan, and Ts. 30 for Koksas are no unsound basis on which to place the safe prediction of an overwhelming first crop.

As to freights—well! they look dicky. Normally they are 23 s. 23 s. 23 s., but shipments to London will probably not have an opportunity of forwarding their purchases at a cheaper rate than present quotations.

The coming week's business will, doubtless afford matter for subsequent comment.

Yours faithfully,
—N. C. Daily News.

—AH-WUY!

RACING IN CHINA.

The Spring Campaign which has just culminated in Shanghai, and will be finally closed by the Tientsin meeting next week, has been everywhere well fought, and proves that there is no flagging in the public interest in this noble pastime. The most brilliant affair of the whole year is beyond doubt the meeting in the Happy Valley in February, where the fine display of beauty and fashion is fully met in the most picturesque of race-courses, and where the brightness of the garlands and naval salutes, in addition to the social regalia of the live Government, contribute elements of pleasure which are necessarily wanting even in the largest of the Treaty ports. Nor is the Hongkong meeting less important from the racing man's point of view, for not only is it the parent of all the race meetings in China, but it has maintained its pre-eminence unimpaired through all the changes which time has brought—from the days when thorough-bred English horses and high-caste Arabs such as they could no longer afford to keep in India, competed for the blue ribbon, until these later times when the native stock has driven all aliens from the field; a type of horse which is going on in the higher spheres also in the Chinese States. And as the climate of the extreme South now admits of one meeting in the year the whole force of the sporting community is concentrated on the great events of February. There is little inducement therefore for "holding over" griffins; twelve months is too long a sport. The business, too, is conducted in a more thorough manner in Hongkong than anywhere else. There being no private training grounds everything has to pass under the public eye, and whether it be due to this or to the fortuitous combination of literary power with love of sport, the training notes which appear in the *Hongkong Telegraph* are the most workmanlike of their kind we have ever seen. The principal competitions are necessarily the same in Hongkong and Shanghai, but "the field" is much larger, and the excellent system they have of importing subscription griffins secures to so many people an even chance on such moderate terms as to attract small owners, who, in Shanghai, would be deterred by the necessity of paying high prices for single ponies, relying on their judgment at first sight for the selection. In racing as in other things there is safety in numbers, for no man's skill is infallible in detecting beneath the lanky quarters and shaggy hair of the wild animal as comes from the Mongolian plateau the qualities of the future winner of crack races. By a fluke and one may place in any of the ports, but the most easily of Tientsin, where the best turns out a racer, but whoever aspires to the mastery of the turf must proceed on a more systematic plan, and buy many in order to choose a few. What distinguishes the sport of racing in China from that of every other country we know of is the inexhaustible supply of the raw material. Nowhere in the world can race-horses be bought so cheap at all times as here, and the constant arrivals of rough griffins of every colour undervalued in the market, and which on the other hand heaven imparts a species of interest to the sport which is probably not found in any similar degree elsewhere. In selecting and educating these wild raw-boned steeds there is abundant scope for the exercise of judgment, adequate reward for careful development, and the chance of a pure luck which upsets every calculation, but which on the other hand every account possesses an irresistible fascination for the many. Independently, therefore, of the proud ambition to own a race-winner, the culture of the griffin is capable of affording a considerable amount of pleasurable excitement to a promiscuous sort. The speculation as to how he will turn out,—the effort of imagining the transformation when the gaunt frame-work shall be built up with flesh and muscle, of trying to penetrate the veil of the future, and in the mind's eye tracing the dotted line which is to mark the form of the perfect animal—is undoubtedly an enterprising game. So are all the stages of the process of development, the same in the general, yet so different in the detail. The disappointment which is incessant and zest to the pursuit, for though griffinism truly has "more pang and fears than wars or women have," yet the future holds infinite possibilities, and there are always good fish in the sea.... Those who are so happy as to be able to train and ride their own ponies do not doubt get the most enjoyment out of the sport, but the pleasure is by no means confined to jockeys or even to owners, but is shared in by a considerable section of the public. Not in the interest of the public all platonic, but by means of lotteries, betting machines, and the various devices which cause money to pass from pocket to pocket during the festive carnival of the public contribute very materially to the supply of the commodity which is said to make the mare to go. In the large ports this element of gambling is large enough to create prizes which supplement, sometimes in an important degree the official prizes offered by the Race Clubs, for although outsiders are not always disappointed to find the balance of advantage all clearly with those who not only know the capabilities of the horses, but can also control their running, that in the long run the lion's share of the public money must fall to the owners of the horses. Without this fluctuating fund, indeed, it is said that the sport could not be kept up with anything like its present popularity, for everything like its present extent. Even with these supplementary contributions it is certain that horse-racing is far from self-supporting. Now and again an owner may make a big haul, and some exceptionally lucky individual may be able to leave the table with money in pocket; but on the average the expenses, which are continuous, must always depress the scale. A brief experience is usually sufficient to teach the most sanguine competitor for turf honours that it is an amusement which costs money, and sometimes a great deal of it. But on the other hand, with fair knowledge of the business much care, and a moderate good luck, the debit balance may in moderate competition be reduced to such a point that the owner would be in every sense a successful yacht.... Of course in racing, as in every other game, the long purse must always, *ceteris paribus*, have the advantage of the smaller ones; and this advantage has sometimes been so conspicuous as to excite a certain resentment and provoke outcry against monopoly—which is a complete misnomer. This feeling found expression in Shanghai at the recent meeting there, and our esteemed contemporary to a leading article deplored the "black shadow" of the "levathan stable," which, it was said, depressed all the "would-be" moderate competitors, and that "the feeling also finds tacit expression at the finish of each race when the levathan heads the pack. It is a natural feeling, but not altogether reasonable; and the result of these very races in which the success of the levathan were but moderate in proportion to the large stake he had in the meeting, shows that the case is by no means so bad for small owners, as it appears to be. A stable may be too large for the management of one man, unless he has a levathan's head as well as purse, and the larger it becomes the heavier must be the outlay in proportion to the chances for outsiders, and better to be overlooked than for outsiders, for it is to be overlooked that these large stables carried on with

spirit, and backed by unlimited means, are really conferring a boon on the racing and riding public by creating such a market for China ponies as draws better and better selections from Mongolia, and equestrians are provided with cheap roadsters, "steep chasers," etc., from the discarded racing mobs. It is quite noticeable how much better the foreigners in China are mounted now than they were in former years, and this we owe in a great measure to levitation stables. Probably we have yet to see the effect on the sources of supply of the considerable number of high-priced ponies which have changed hands during the last six months; but since the Chinese dealers have understood that they also may participate in the high prices realised their energies in selection will undoubtedly be stimulated; and it once the breeders come to share in the premium which good quality commands the result can hardly be otherwise. Let us not grudge the class of animal produced for the foreign market. There is every reason to believe that great care is bestowed on the breeding, as it is, but it is not perhaps the special quality of speed for short distances (as the Mongols consider the foreign races) that the breeders aim at. When, however, they get a clearer insight into what foreigners require—and nothing would open their eyes so quickly as the receipt of large prices for particular animals—and co-operate with the sharpened wits of the dealer, the result must be a further improvement in the style of pony sent to the foreign market. Let us not grudge the great stables their moderate triumphs therefore, but rather, so long as they conduct the sport in a sportsmanlike manner, be thankful that the overflow from their stock will afford everybody an improving selection of moderate priced ponies. Our Tientsin Race meeting is hardly worth mentioning in the same day as those of the larger ports; the size of the community necessarily keeps things here in the amateur stage which gives genuine amusement without mental strain to the participants in the sport, but affords no scope to the book-maker, nor very much interest outside the small family circle. The Race Club, however, is to be congratulated on the prospect of one of the best, if not the very best meeting they have ever had; and with the advent of an unusual number of visitors from Peking and elsewhere the occasion promises to be both gay and festive.—*Chinese Times*.

"JAPANESE AS SHE IS SPOKE"

BY THE SINOLOGUE.

Niwa-ori—The common or Garden fowl.
Koto—More or less interchangeable words signifying everything. A definition of what they don't mean would amount to nothing at all.
And (pronounced "ah, me!")—Rain.
Omohiroi ka—"Such a misfortune!"
Itademo—"I was ever thus."
Kuruma—"Keh!"
Sakura—"Only a cherry blossom."
Houso des ka—"You don't say so!"
Mizu—Sudden death.
Furo—Receptacle for would-be suicides.
Yashiki—Formerly the residence and grounds of nobles, now the mansions of foreigners only.
Chau-yashiki—Tea Palace. (There is no word in Japanese yet for *Coffee Palace* or *Gin Palace*, but we will make one when the time arrives, T.S.)
Zashiki—A room in a *yashiki*.
Heya—A room anywhere else.
Samurai—"In days of old when knights were bold."
Shizoku—"How are the mighty fallen!"
Inaka—"Leave home behind all ye who enter here."
Yashiki—"What's that?"
Dama—"Yer bet!"
Kanpai—"The settlement."
Kanpai—"The concession."
Nikui—"The Bluff," (from *nika*—"Raise you the limit.")
Sake—Sack—a beverage used in the marriage ceremony.
Kinu—An article also used in the marriage ceremony.
Tomurai—Japanese pronunciation of "tomorrow." Ex. "And his funeral's *tomurai*." (We nearly forgot to mention that *tomurai* means "funeral.")
Kase—The wind. Ex. "This *kase* no *kaze*—"The wind from the North."
Kosaku—Japanese gentlemen who take charge of foreigners, and their property, and do what they like with both.
Hanabada—Awfully.
Nakanaka—Awfully.
Taiso—Awfully.
Ex. Hanabada—Awfully.
Nakanaka—Awfully.
Iya na hito da ne—"Men were deceivers ever."
Iya na—"Ugh!"
Mo ikkusan—"And (ahem) he be who first cries 'Hold it enough!'"
Daijishi—An action for breach of contract in which the Plaintiff is called "*Genshokunin*," and the Defendant styles himself "*Shindai-kagiri*."
Gaikoku—Countries round Japan.
Obi—Dress improver.
Magi—Chignon.
Mada, mada—"No, you don't not this time!"
O hanabada—"Oh, fie!"
Kashikomamashita—Dislocation of the jaw. The student ought now begin to cultivate the art of eloquence since, the more you say in Japanese the less you mean, and vice versa, (*achi-kochi*), but of course you ought to say something in order to be supposed to mean a lot.—*Keredomo*, for instance, means "Yes but"—Stop short here, and the other man will understand everything you want to say—and a good deal more. *Shikashi*,—a slang synonym, is not used in good society (i.e. by foreigners).
Other words of this kind are—
Eh, to!—An ejaculation used to show you are thinking intensely, at least this is what you get credit for.
Mau—When uttered *staccato* gives the impression of great decision of character. It also leaves the other man in suspense. Better look wise when you have said it, and go away.
Domo—"The dwelling place of *domo* is the *larynx*. Look your opponent carefully in the eye, and let the word ooze out slowly and unctuously. The effect will be most refreshing.
Domo with an *allegretto* movement, and the corners of the mouth tucked down, expresses a world of indignation and disgust.
Kore wa domo—"But alas!"
Ga—A particle reversing everything you have said before. Better let this word alone. The Japanese use it only to waste time.
Wa—Another waste of time, but used by imperfect speakers, or mere beginners to gain time—to think of the next word. We notice that other sinologists use this crutch freely, and are sorry for them. We have long since become independent of it.
Wo—Another crutch used only by very lame speakers.
Ni—"In" (spelt backwards).
Ora—An exclamation of surprise supposed to be derived from the English *O La!* (the "la" becoming "ni" in Japanese). Another derivation is from the French *Hola!* but we lean to the opinion that the word is a corruption of the Irish "Arrah!"

CHEFOO.

(FROM A CORRESPONDENT.)

14th May.
Nothing very stirring occurring of late here, there was no occasion to write you. The Peliang Squadron, or at least the main bulk of the same, have not returned from their Southern expedition yet. I hope they have not made an extra trip to Liverpool, or Hanlepool, to import a new variety of the influenza on their return to the shores of our Northern gulf. The *Kangchi* of that squadron has been largely altered in Fanchow lately, or rather at the Pagoda Anchorage Arsenal, getting new boilers, being fitted with tubes for launching torpedoes, being provided with electric lamps, "search lights," and what not. "I understand she is intended for a kind of flag-ship and torpedo chaser, or torpedo cruiser to the Port Arthur (Lushunko) torpedo boat flotilla. Some of those boats have been recently in Wei-hai-wei, I believe. The proposed military road between the latter place and our port is still in the state of *non-est*. From Tientsin to the Bay, I hear that the work of building new forts is progressing steadily, which is of great importance, although, probably, nobody ever would even dream of stealing it. The new water-works in Port Arthur are reported to be a great boon to that station, and it is supposed that the scourge of typhoid fever, or the fell cholera fiend, will not now molest the inhabitants so much as in by-gone times, when thousands of coolies poured in to find employment at the dockworks, without any good water being available in sufficient quantity. The dock in Port Arthur is not opened yet, anybody seems inclined to predict when the memorable event of its inauguration is likely to come off, if at all; which is to be regretted, considering that the dock ought to have been in working order, according to the contractors' engagements, long ago. From Wei-hai-wei I learn, while just writing, that the training-ship *Waiyuen* has been despatched to the Northern shores of the west coast of Korea, where some reliable surveying is urgently needed, and no doubt, the able navigator of that ship, Mr. McGiffin and his pupils, will render some useful account of their mission. The British Admiralty chart of the Northern gulf shows how much surveying is to be done yet from about fifty or sixty miles E.N.E. of Port Arthur (Lushunko) to the Yaloo River, thence to the Tseung-lien River, and to the Pingyang outlet, or "inlet," as I believe it is called on the charts. Nothing of note more to report.—*Mercury*.

Our correspondent does not seem to be aware that several Korean coast steamers have been running successfully to the Pingyang waters, during the last few years, on the strength of a survey made by the U.S. frigate *Albatross*. The Japanese whaler *Shinsei* of Aomori, Captain Inoue, also surveyed the approaches to Pingyang last year, but no doubt the results of the *Waiyuen*'s survey will be hailed with pleasure by those most concerned.—*Ed. M.*

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.: "Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it.—A. S. Watson & Co. (Ld.), agents in Hongkong and China.—*Advt.*

Today's Advertisements.

THEATRE ROYAL
CITY HALL, HONGKONG.
THURSDAY,
the 29th May.

GRAND COMPLIMENTARY BENEFIT
tendered by
HONGKONG AMATEURS
to the
LADIES OF HUDSON'S SURPRISE
PARTY.

PRICES.....As usual.
Seats may be booked at KELLY & WALSH, Ld.
Full Particulars will be shortly announced.
Hongkong, 24th May, 1890. [80]

FOR SHANGHAI.
THE Steamship
"YANGTSE,"
Captain C. W. Tonningsen, will be despatched for the above Port, on MONDAY, the 26th inst., at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 24th May, 1890. [804]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & FOCHOW.
THE Company's Steamship
"HAITAN,"
Captain S. Ashton, will be despatched for the above Ports, on TUESDAY, the 27th instant, at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 21st May, 1890. [802]

GOVERNMENT BILLS.
TENDERS FOR SPECIE MEXICAN
DOLLARS, current in this Colony and weighing 7.7, in Exchange for STERLING
BILLS drawn at 10 days sight, on the LORDS
COMMISSIONERS OF HER MAJESTY'S TREASURY,
LONDON, will be received by the CHIEF PAY-
MASTER, ARMY PAY DEPARTMENT, until 11 A.M.,
on WEDNESDAY, the 28th instant.
The Tenders to state the total amount required
(in Pounds Sterling), and the amount for which
each Bill should be drawn, but no Bills will be
issued for sums less than £100.
The Tenders to be in duplicate, and in sealed
covers, addressed
To the Chief Paymaster,
Army Pay Department, and endorsed "Tenders
for Government Bills."
The right to accept or reject any or all of the
Tenders is reserved.
C. H. CHAUNCEY,
Colonel,
Chief Paymaster, China.
HER MAJESTY'S TREASURY OFFICE,
Queen's Road,
Hongkong, 24th May, 1890. [806]

ZETLAND LODGE,
No. 325,
A REGULAR MEETING of the above
named Lodge will be held in the FREEMAS-
ONS' HALL, Zetland Street, on MONDAY, the
2nd June, at 8.30 for 9 P.M. precisely. Visiting
Brethren are cordially invited.
Hongkong, 24th May, 1890. [805]

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

1890. SUMMER SEASON, 1890.

TAILORING.
WE are now showing a large and varied assortment of HIGH CLASS MATERIALS for
Gentlemen's Summer Wear, comprising—
Tennis Flannels in all colors,
White and Navy Blue Serges,
Cricketing Flannels, &c., &c.
Fine Undyed Angola Tweed,
Fancy Striped Washing Cashmeres,
Striped and Checked Flannels,
Twill Cashmere Coatings (a specialty),
Sun Helms, newest Shapes,
Straw Hats, Term Hats,
Leghorn Hats, Canvas Shoes,
Russia Leather Shoes,
Little Thread and Silk Hosiery,
Bath Towels,
Bathing Drawers, &c., and every requisite
for Gentlemen.
1890. SUMMER SEASON, 1890.

OUTFITTING.
HONGKONG TRADING CO., LTD.
(LATE THE HALL & HOLTZ CO. LD.)
Hongkong, 23rd May, 1890. [35]

Consignees.
PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES of Cargo per Steamship
"CITY OF RIO DE JANEIRO"
The above Steamship having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Counter-signature, and to take
immediate delivery of their Goods from along-side.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
CHAS. D. HARMAN,
Agent.
Hongkong, 23rd May, 1890. [2]

Auctions.
PUBLIC AUCTION
OF
WELL SEASONED HOUSEHOLD
FURNITURE, PIANO, &c., &c.
THE Undersigned has received instructions
to Sell by Public Auction, on
SATURDAY,
the 31st May, 1890, commencing at 3.30 p.m.,
at "Brookhurst" the Peak, the residence of
H. L. DENNIS, Esq.,
THE WHOLE OF HIS WELL SEASONED
HOUSEHOLD FURNITURE,
Which was made expressly for the Peak,
comprising:—
TAPESTRY COVERED DRAWING-ROOM
SUITE, CHEFFONIER, COTTAGE PIANO,
CRAMF, CENTRE MARBLE-TOP
BLACKWOOD TABLES, WHATNOTS,
PICTURES, ORNAMENTS, CURTAINS,
FENDERS, etc.
DINING ROOM FURNITURE, GLASS
and CROCKERY WARE, etc.
IRON BEDSTEADS with Patent Spring
MATTRESSES, WARDROBES, MARBLE-
TOP WASHING STANDS, and DRESSING
TABLES, etc., etc.
AMERICAN COOKING STOVE, etc.
Catalogues will be issued prior to Sale, and
the above will be on view on Thursday, the
29th inst.
G. R. LAMBERT,
Auctioneer.
Hongkong, 21st May, 1890. [799]

For sale.
FOR SALE.
THE Schooner
"MONTIARA,"
Length.....75 feet.
Beam.....18
Depth of hold.....7 1/2
Registered tonnage.....75 tons.
(Owing to recent alterations the carrying
capacity of the *Montiara* has been increased to
about 120 tons, dead weight.)
The *Montiara* was built in Singapore, and is
most solidly constructed of oak throughout, with
iron-wood frames. She has recently been
thoroughly overhauled under experienced Euro-
pean superintendence, fastened throughout with
7 inch galvanized spikes, and newly re-coppered.
She is lorcha rigged with the best canvas sails.
Draft of water 7 feet.
For further particulars apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 9th April, 1890. [578]

NOTICE.
HONGKONG & WHAMPOA
DOCK COMPANY,
LIMITED.
SHIPMASTERS AND ENGINEERS
are respectfully informed that, if upon
their arrival in this Harbour none of the
COMPANY'S FOREMEN should be at hand,
ORDERS FOR REPAIRS, if sent to the HEAD
OFFICE, No. 14, Praya Central, will receive
prompt attention.
In the event of complaints being found
necessary, communication with the Undersigned
is requested, when immediate steps will be taken
to rectify the cause of dissatisfaction.
D. GILLIES,
Secretary.
Hongkong, 25th August, 1885. [15]

Shipping.
STEAMERS.
STEAM TO STRAITS AND BOMBAY,
(Calling at Colombo if sufficient inducement
offer).
THE P. & O. S. N. Co.'s Steamship
"THIBET"
will leave for the above places, TO-MORROW,
the 25th inst., at DAYLIGHT.
E. L. WOODIN,
Superintendent.
Hongkong, 21st May, 1890. [755]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship
"THALES,"
Captain Hunter, will be despatched for the
above Ports, TO-MORROW, the 25th instant,
at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 22nd May, 1890. [799]

THE SCOTTISH ORIENTAL STEAMSHIP
COMPANY, LIMITED.
FOR BANGKOK (DIRECT).
THE Company's Steamship
"KONG BENG,"
Captain R. Jones, will be despatched for the
above Port, TO-MORROW, the 25th instant, at
8 A.M.
For Freight or Passage apply to
YUEN FAT HONG,
Agents.
Hongkong, 22nd May, 1890. [793]

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"MALWA,"
will leave for the above place about 24 hours
after her arrival with the outward English Mail.
E. L. WOODIN,
Superintendent.
Hongkong, 22nd May, 1890. [3]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, PENANG, AND
CALCUTTA
THE Company's Steamship
"YUENSANG,"
Captain Slessor, will be despatched as above
on TUESDAY, the 27th inst., at NOON.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 21st May, 1890. [788]

EASTERN & AUSTRALIAN STEAMSHIP
COMPANY, LIMITED.
FOR SYDNEY, MELBOURNE AND
ADELAIDE.
(Calling at Port Darwin and Queensland
Ports, and taking through Cargo to New
Zealand, Tasmania, &c.)
THE Steamship
"MENMUIR,"
Captain Craig, will be despatched for the
above Ports, on TUESDAY, the 27th instant, at
4 P.M., instead of as previously advertised.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 23rd May, 1890. [756]

STEAM TO YOKOHAMA, VIA NAGASAKI
AND KOBE.
(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"ANCONA,"
Captain W. D. Mudge, will leave for the above
places, on SATURDAY, the 31st inst., at DAY-
LIGHT.
E. L. WOODIN,
Superintendent.
Hongkong, 23rd May, 1890. [1]

THE CHINA SHIPPERS' MUTUAL STEAM
NAVIGATION COMPANY, LIMITED.
FOR LONDON.
THE Steamship
"CHINGWO,"
T. Stapleton, Commander, will be despatched
for the above Port, on or about the 3rd June.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 21st May, 1890. [799]

Shipping.
STEAMERS.
FOR YOKOHAMA AND KOBE.
THE Steamship
"LENNOX,"
Captain Swinerton, will be despatched for the
above Ports, on the 27th inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 22nd May, 1890. [797]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
I. F. Williams, Commander, will be despatched
as above on FRIDAY, the 30th instant, at DAY-
LIGHT.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
First Class Saloon and Cabins are situated for-
ward of the engines. Second Class Passengers
are Berthed in the Poop. A Refrigerating
chamber ensures the supply of fresh provisions
during the entire voyage. A duly qualified
Surgeon is carried.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th May, 1890. [762]

SAILING VESSELS.
FOR NEW YORK.
THE 3 1/2 A. I. American Bark
"C. C. CHAPMAN,"
A. J. Hichborn, Master, will leave here for the
above Port, and will have quick despatch.
For Freight, apply to
REUTER, BROCKELMANN & Co.,
Hongkong, 23rd May, 1890. [800]

FOR NEW YORK.
THE 3 1/2 L. I. British Ship
"PATAGONIA,"
Hibbert, Master, will leave here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Hongkong, 5th April, 1890. [552]

FOR SAN FRANCISCO.
THE 3 1/2 L. I. American Ship
"WILLIAM H. MACY,"
Amesbury, Master, will leave here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Hongkong, 12th March, 1890. [415]

Mails.
NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANTE, BLACK
SEA AND BALTIC PORTS.
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.
N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.
ON WEDNESDAY, the 4th day of June,
1890, at 4 P.M. the Company's Steamship
"NECKAR," Captain H. Supper, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, Calling at GENOA.
Shipping Orders will be granted till NOON.
Cargo will be received on Board until 4 p.m.
Specie and Parcels until 3 p.m., on 3rd
June, (Parcels are not to be sent on Board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 12th May, 1890. [4]

CANADIAN PACIFIC STEAMSHIP
COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY,
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.
THE British Steamship
"BATAVIA"
2,553 Tons Register, Captain Williamson, will
be despatched for VANCOUVER, B.C., via
NAGASAKI, INLAND SEA, KOBE
AND YOKOHAMA, on THURSDAY, the 12th June,
at NOON.
To be followed by the S.S. "ABYSSINIA" on the
3rd July and S.S. "PARTHIA" on the
24th July.
Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports, and
at Vancouver with Pacific Coast Ports, by the
regular Steamers of the Pacific Coast Steamship
Company and other Steamers.
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.
First-class Fares granted as follows:—
To Vancouver and Victoria (Mex.) \$210.00
To Montreal, New York, &c. 290.00
To Liverpool..... 325.00
To London..... 330.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embar-
king at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.
Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 12th May, 1890. [14]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
THE Steamship
"GAELIC"
will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 14th June, at
1 P.M.
Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full; and the same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.
First-class Fares granted as follows:—
To San Francisco..... \$225.00
To San Francisco and return..... 393.75
available for 6 months.....
To Liverpool..... 325.00
To London..... 330.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service and the
Imperial Chinese Customs, to be obtained on
application.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embar-
king at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.
Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight or
Passage, apply to the Agency of the Company
No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 22nd May, 1890. [14]

Shipping.

STEAMERS.

FOR YOKOHAMA AND KOBE.
THE Steamship
"LENNOX,"
Captain Swinerton, will be despatched for the
above Ports, on the 27th inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 22nd May, 1890. [797]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
I. F. Williams, Commander, will be despatched
as above on FRIDAY, the 30th instant, at DAY-
LIGHT.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
First Class Saloon and Cabins are situated for-
ward of the engines. Second Class Passengers
are Berthed in the Poop. A Refrigerating
chamber ensures the supply of fresh provisions
during the entire voyage. A duly qualified
Surgeon is carried.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th May, 1890. [762]

SAILING VESSELS.
FOR NEW YORK.
THE 3 1/2 A. I. American Bark
"C. C. CHAPMAN,"
A. J. Hichborn, Master, will leave here for the
above Port, and will have quick despatch.
For Freight, apply to
REUTER, BROCKELMANN & Co.,
Hongkong, 23rd May, 1890. [800]

FOR NEW YORK.
THE 3 1/2 L. I. British Ship
"PATAGONIA,"
Hibbert, Master, will leave here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Hongkong, 5th April, 1890. [552]

FOR SAN FRANCISCO.
THE 3 1/2 L. I. American Ship
"WILLIAM H. MACY,"
Amesbury, Master, will leave here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Hongkong, 12th March, 1890. [415]

Mails.
NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANTE, BLACK
SEA AND BALTIC PORTS.
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.
N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.
ON WEDNESDAY, the 4th day of June,
1890, at 4 P.M. the Company's Steamship
"NECKAR," Captain H. Supper, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, Calling at GENOA.
Shipping Orders will be granted till NOON.
Cargo will be received on Board until 4 p.m.
Specie and Parcels until 3 p.m., on 3rd
June, (Parcels are not to be sent on Board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 12th May, 1890. [4]

CANADIAN PACIFIC STEAMSHIP
COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY,
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.
THE British Steamship
"BATAVIA"
2,553 Tons Register, Captain Williamson, will
be despatched for VANCOUVER, B.C., via
NAGASAKI, INLAND SEA, KOBE
AND YOKOHAMA, on THURSDAY, the 12th June,
at NOON.
To be followed by the S.S. "ABYSSINIA" on the
3rd July and S.S. "PARTHIA" on the
24th July.
Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports, and
at Vancouver with Pacific Coast Ports, by the
regular Steamers of the Pacific Coast Steamship
Company and other Steamers.
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.
First-class Fares granted as follows:—
To Vancouver and Victoria (Mex.) \$210.00
To Montreal, New York, &c. 290.00
To Liverpool..... 325.00
To London..... 330.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embar-
king at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.
Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 12th May, 1890. [14]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
THE Steamship
"GAELIC"
will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 14th June, at
1 P.M.
Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full; and the same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.
First-class Fares granted as follows:—
To San Francisco..... \$225.00
To San Francisco and return..... 393.75
available for 6 months.....
To Liverpool..... 325.00
To London..... 330.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service and the
Imperial Chinese Customs, to be obtained on
application.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embar-
king at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.
Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight or
Passage, apply to the Agency of the Company
No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 22nd May, 1890. [14]

Mails.
NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANTE, BLACK
SEA AND BALTIC PORT

Commercial.

CLOSING QUOTATIONS.
 Hongkong and Shanghai Bank—198 per cent.
 Union Insurance Society of Canton—\$100 per share, sellers.
 China Trade Insurance Company—\$70 per share, sellers.
 North China Insurance—Tls. 105 per share, buyers.
 Canton Insurance Company, Limited—\$120 per share, buyers.
 Yangtze Insurance Association—Tls. 96 per share, sellers.
 On Tai Insurance Company, Limited—Tls. 150 per share, sellers.
 Hongkong Fire Insurance Company—\$370 per share, sellers.
 China Fire Insurance Company—\$85 per share, sellers.
 Hongkong and Whampoa Dock Company—\$53 1/2 per share, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$55 1/2 per share, sellers.
 China and Manila Steam Ship Company—105 per share, sellers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$190 per share, buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$101.

Indo-China Steam Navigation Company, Limited—25 per cent. dis. sellers.
 Douglis Steamship Company—\$54 per share, sellers.
 China Sugar Refining Company, Limited—\$191 per share, sellers.
 Luen Seng Refining Company, Limited—\$75 per share, buyers.
 Hongkong Ice Company—\$98 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$20 per share, buyers.
 Hongkong Dairy Farm Co., Limited—\$10 per share, sellers.
 A. S. Watson & Co., Limited—\$21 per share, buyers.

Chinese Imperial Loan of 1884—B—24 per cent. premium sellers.
 Chinese Imperial Loan of 1884—C—5 per cent. premium buyers.
 Chinese Imperial Loan of 1886—E—11 per cent. premium.
 Hongkong Rone Manufacturing Company, Limited—\$111 per share, buyers.
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
 Puntam and Sampan Samantan Mining Co.—\$10 per share, buyers.

The Balmoral Gold Mining Co., Limited—\$131 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$72 per share, sellers.
 Tonquin Coal Mining Co.—\$350 per share, buyers.
 The Hongkong High-Level Tramway Co., Limited—40 per cent. prem. sellers.
 The East Borneo Planting Co., Limited—\$20 per share, sellers.
 The Seng Koyah Planting Co., Ltd.—\$20 per share, buyers.

Cruickshank & Co., Ltd.—\$40 per share, nom.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Co., Ltd.—par, nominal.
 The China-Borneo Co., Ltd.—\$25 per share, sellers.

The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
 The Green Island Cement Co. (Old issue)—\$33 per share, sellers.
 The Green Island Cement Co. (New issue)—\$3 per share, nominal.
 The Hongkong Land Investment Co., Ltd.—\$92 per share, sellers.
 The Hongkong Electric Light Co., Ltd.—\$7 per share, nominal.
 Geo. Fenwick & Co., Limited—\$25 per share, buyers.

The West Point Buildings Co., Ltd.—\$40 per share, buyers.
 The Peak Hotel and Trading Co., Ltd.—\$20 per share, sellers.
 The Lahuk Planting Co., Ltd.—\$17 per share, sellers.
 The Jebebu Mining and Trading Co., Ltd.—\$41 per share, sellers.
 The Selama Tin Mining Co., Ltd.—\$31 per share, buyers.

The Shanghai Hotel Co., Ltd.—\$5 per share, nominal.
 The Kowloon Land Investment Co., Ltd.—\$15 per share, buyers.
 The Hongkong Marine Limited—par, nominal.

ON LONDON.—Bank T. T. 3/3 1/2
 Bank Bills, on demand 3/3 1/2
 Bank Bills, at 30 days' sight 3/4
 Bank Bills, at 4 months' sight 3/4 1/2
 Credits at 4 months' sight 3/4 1/2
 Documentary Bills, at 4 months' sight 3/4 1/2

ON PARI.—Bank Bills, on demand 4/18
 Credits, at 4 months' sight 4/25
 ON INDIA, T. T. 2/22
 On Demand 2/22 1/2
 ON SHANGHAI.—Bank T. T. 7/12
 Private, 30 days' sight 7/22

Shipping.

ARRIVALS.
 HAITAN, British steamer, 1,183, S. Ashton, 24th May.—Foonchow 20th May, Amoy 21st, and Swatow 23rd, General—D. Laprak & Co.
 VORWARTS, German steamer, 612, L. Moller, 24th May.—Saigon 19th May, Rice—Ed. Schellhass & Co.

CLEARANCES AT THE HARBOUR OFFICE.
 Tritis, German steamer, for Saigon.
 Yangtze, German steamer, for Shanghai.
 Vorwarts, German steamer, for Newchwang.
 Atwina, German steamer, for Hoihow, &c.
 Georgella, American bark, for Montung.
 Falkenberg, German steamer, for Saigon.
 Electra, German steamer, for Yokohama.
 Kwaleh, Chinese steamer, for Swatow, &c.
 Piccola, German steamer, for Newchwang.
 Alice Muir, British bark, for Burnard's Jet.
 Kaitong, British steamer, for Foonchow, &c.
 Milke Maru, Japanese steamer, for Saigon.
 Zaffra, British steamer, for Amoy, &c.
 Thibet, British steamer, for Singapore, &c.
 Pakshan, British steamer, for Swatow, &c.
 Sishan, British steamer, for Amoy.
 Jason, British steamer, for Amoy, &c.

DEPARTURES.
 May 24, Taitheung, German str., for Newchwang.
 May 24, Doring, German str., for Whampoa.
 May 24, Fushun, Chinese str., for Whampoa.
 May 24, Achilles, British str., for Yokohama.
 May 24, Cheong Hock Kian, British str., for Swatow.
 May 24, Sishan, British steamer, for Amoy.
 May 24, Jason, British steamer, for Singapore.
 May 24, Nansing, British str., for Amoy, &c.
 May 24, Kungai, Chinese str., for Shanghai.
 May 24, Zaffra, British steamer, for Amoy, &c.

PASSENGERS—ARRIVED.

Per Vorwarts, str., from Saigon.—2 Chinese.
 Per Haitan, str., from Foonchow, &c.—Capt. Barnes, Messrs. Hauman, Bruner, Kuka, and 132 Chinese.

DEPARTED.

Per Nansing, str., for Amoy.—1 European and 10 Chinese.
 Per Sishan, str., for Amoy.—50 Chinese.
 Per Jason, str., for Singapore.—10 Europeans and 21 Chinese.
 Per Zaffra, str., for Amoy, &c.—3 Europeans and 75 Chinese.

TO DEPART.

Per Miki Maru, str., for Saigon.—12 Chinese.
 Per Thibet, str., for Singapore, &c.—223 Chinese.
 Per Kong Beng, str., for Bangkok.—2 Europeans and 12 Chinese.
 Per Pakshan, str., for Swatow, &c.—100 Chinese.
 Per Tritis, str., for Saigon.—100 Chinese.
 Per Yangtze, str., for Shanghai.—12 Chinese.
 Per Atwina, str., for Hoihow.—80 Chinese.
 Per Georgella, bark, for Montung.—5 Chinese.
 Per Falkenberg, str., for Saigon.—100 Chinese.
 Per Thales, str., for Swatow, &c.—200 Chinese.
 Per Kwaleh, str., for Shanghai.—1 European and 5 Chinese.

REPORTS.

The British steamship Haitan reports that she left Foonchow on the 20th instant. Had light southerly winds and fine weather to Chims; thence thick fog and smooth sea. Left Amoy on the 21st. Had light south-west air and fine weather which was inclined to be foggy. Left Swatow on the 23rd. Had variable winds with showers of rain and dark overcast weather throughout the passage. In Amoy, the steamships Cosmopolit and Namkang. In Swatow, the steamships Yuensang and Glenfalloch.

Post Office.

For Swatow.—Per Pakshan to-morrow, the 25th instant, at 9.00 A.M.
 For Yokohama and Kobe.—Per Electra to-morrow, the 25th instant, at 9.00 A.M.
 For Newchwang.—Per Piccola to-morrow, the 25th instant, at 9.00 A.M.
 For Shanghai, Kobe, and Yokohama.—Per Glenfalloch to-morrow, the 25th instant, at 9.00 A.M.

For Saigon.—Per Bengloe on Monday, the 26th instant, at 11.30 A.M.
 For Saigon.—Per Miki Maru on Monday, the 26th instant, at 2.30 P.M.
 For Saigon.—Per Falkenberg on Monday, the 26th instant, at 3.30 P.M.
 For Singapore.—Per Aglaia on Tuesday, the 27th instant, at 9.30 A.M.
 For Swatow and Bangkok.—Per Taitheung on Tuesday, the 27th instant, at 9.30 A.M.
 For Swatow, Amoy, & Foonchow.—Per Haitan on Tuesday, the 27th instant, at 10.30 A.M.
 For Sishan and Calcutta.—Per Yuensang on Tuesday, the 27th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
 AGLAIA, German steamer, 1,666, E. Christiansen, 22nd May.—Kobe 17th May, General.—Siemens & Co.
 ALWINE, German steamer, 400, A. Bendixen, 22nd May.—Pakhoi 10th May, and Hoihow 21st, General.—Wielor & Co.
 AMOY, German steamer, 814, Th. Lehmann, 13th May.—Saigon 9th May, Rice.—Siemens & Co.
 BENGLOE, British steamer, 1,158, Farquhar, 1st May.—Saigon 17th May, Rice and Paddy.—Gibb, Livingston & Co.
 BUCPHALUS, British steamer, 1,192, A. Forrester, 6th May.—Saigon 30th April, Rice.—Geo. R. Stevens & Co.
 CHANGSHA, British steamer, 1,463, Williams, 23rd May.—Nagasaki 19th May, Coals.—Butterfield & Swire.
 CHINA, German steamer, 1,093, P. Haye, 16th May.—Saigon 12th May, Rice and Paddy.—Tung Ker.
 CHOW-CHOW, German steamer, 796, Clauden, 1st May.—Swatow 30th April, General.—Melchers & Co.
 CITY OF RIO DE JANEIRO, American steamer, 3,548, Wm. Ward, 22nd May.—San Francisco 28th April, and Yokohama 17th May, Mails and General.—P. M. S. S. Co.
 CLARA, German steamer, 674, Christensen, 20th May.—Haiphong 18th May, General.—Siemens & Co.
 DUN JUAN, Spanish steamer, 656, R. Beltran, 3rd May.—Manila 30th April, General.—Brandão & Co.
 ELYCTRA, German steamer, 1,159, P. Müller, 21st May.—Singapore 15th May, General.—Siemens & Co.
 FALKENBURG, German steamer, 988, T. Bartels, 20th May.—Saigon 16th May, Rice and General.—Melchers & Co.
 FELDRIDGE, British steamer, 1,336, John Ruthen, 8th May.—Saigon 30th April, Rice.—Russell & Co.
 FAME, British steamer, 117, W. W. Allan.—Hong Kong Government tender.

GLENSHILL, British steamer, 2,540, P. A. Donaldson, 22nd May.—London 10th April, Suva 24th, and Singapore 16th May, General.—Jardine, Matheson & Co.
 KAIFONG, British steamer, 997, T. Gyles, 18th May.—Whampoa 18th May, General.—Butterfield & Swire.
 KONG BENG, British steamer, 862, R. Jones, 20th May.—Bangkok 11th May, General.—Yuen Fat Hong.
 LENOX, British steamer, 1,317, Swinerton, 21st May.—Saigon 17th May, Rice and Paddy.—Adamson, Bell & Co.
 MIR'S MARU, Japanese steamer, 2,080, F. J. Sommer, 17th May.—Saigon 7th May, Rice.—Geo. R. Stevens & Co.
 MENHUR, British steamer, 1,286, H. Craig, 2nd May.—Kobe and Nagasaki, 18th May, General.—Russell & Co.
 NANCHANG, British steamer, 1,062, R. Cormack, 21st May.—Glasgow via Cardiff 28th March, and Singapore 13th May, Coal.—Butterfield & Swire.

PHU-QUOC, French steamer, 183, Vallin, 24th Sept.—Touron 20th Sept., Coals.—Wing Tai & Co.
 PICCOLA, German steamer, 875, Th. Nissen, 22nd May.—Bangkok 14th May, Rice.—Melchers & Co.
 PILER, British steamer, 161, A. Stopa.—Hong Kong and Whampoa Dock Co.
 PORT JACKSON, British steamer, 1,727, George R. Huddy, 18th May.—Saigon 14th May, Rice and Paddy.—Siemens & Co.
 TAICHOW, British steamer, 862, R. Unsworth, 15th May.—Bangkok 9th May, Rice and Wood.—Yuen Fat Hong.

PAKSHAN, British steamer, 825, E. F. Stovel, 21st May.—Bangkok 15th May, Rice.—Hop Hing Hong.
 THALES, British steamer, 820, W. Y. Hunter, 22nd May.—Tatwanoo 10th May, Amoy 20th, and Swatow 21st, General.—D. Laprak & Co.
 THIBET, British steamer, 1,665, W. L. Brown, 19th May.—Bombay 2nd May, and Singapore 13th May, General.—P. O. S. N. Co.

HONGKONG—STREAMERS.

Continued.
 Tritis, German steamer, 1,116, L. Iversen, 19th May.—Bangkok 13th May, Rice.—Siemens & Co.
 VELUX, German steamer, 759, H. Johannsen, 16th May.—Hoihow 15th May, General.—Melchers & Co.
 YANGTZE, German steamer, 814, C. Tonningesen, 21st May.—Saigon 17th May, Rice and Paddy.—Siemens & Co.

SAILING VESSELS.

ALICE MUIR, British bark, 480, Edward Yarnall, 8th May.—Albany, Australia 27th Feb., Sandalwood.—Arnold, Kurberg & Co.
 ARNOLD, British bark, 977, James A. Green, 3rd April.—Amoy 2nd April, Ballast.—Order.
 CAMILO, British bark, 369, Murphy, 16th May.—Fremantle 27th March, Sandalwood.—Gilmann & Co.
 C. C. CHAPMAN, American ship, 1,570, Hichborn, 27th April.—Singapore 1st April, Timber.—Tong Sang Wo.
 DANIEL T. JENNEY, American ship, 1,620, Rodick, 28th March.—New York 4th Nov., Petroleum.—Order.

EMR, British bark, 774, Summers, 2nd March.—London 6th November, General.—Order.
 GEORGHITA, American bark, 430, F. Karaten, 13th May.—Singapore 12th April, Timber.—Order.

JOSEPH H. SCAMMEL, British ship, 1,410, Bolt, 3rd May.—Shanghai 20th April, General.—Reuter, Brockelmann & Co.
 PATAGONIA, British bark, 1,109, Wm. Hibbert, 8th March.—New York 4th Nov., Kerosene Oil.—Russell & Co.

SENATOR, British ship, 1,474, McKensie, 8th May.—Cardiff 23th, November, Coal.—Captain.
 STATE OF MAINE, American ship, 1,526, E. D. Nickells, 14th May.—Singapore 21st April, Timber.—Order.

TARAPACA, British bark, 496, H. Kennett, 19th May.—Sandalwood 20th April, Timber.—Gibb, Livingston & Co.
 WARATAH, British bark, 202, W. Krause, 18th May.—Whampoa 18th May, General.—Mo Chong Wo.

WM. H. MACY, American ship, 2,092, J. A. Amabury, 31st March.—Yokohama 20th March, Ballast.—Order.

Insurances.

£1,000 STG. Payable at Age 55, or at death if previous (even if that event occurs during the first twelve months)—may be secured by a payment at the rate of 1/6 7/6 (n.b.) 20
 1/8 1/4 2 25
 1/10 1/2 30
 1/12 1/2 35
 1/14 1/2 40
 1/16 1/2 45

AFTER the Policy has been three years in force—should the Policy-holder wish to discontinue future payments—he will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured. For instance a man who had assured at 45, after five years' payments would be entitled to a Paid-up Policy for £500 free of future payments as explained in Prospectus.
 Note.—It is an advantage to effect Provisions of this nature early in life. By delay the rate of subscription increases. Death may occur before the Provision is effected, or Health may fail and render the life ineligible for Assurance.

ADAMSON, BELL & Co., Agents.
 810-2] STANDARD LIFE OFFICE.

ATLAS ASSURANCE COMPANY OF LONDON.
 THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS AGAINST FIRE at Current Rates.
 EDUARD SCHELLHASS & Co., Agents.
 Hongkong, 12th April, 1890. [599]

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.
 THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS AGAINST FIRE at Current Rates.
 REUTER, BROCKELMANN & Co., Agents.
 Hongkong, 1st July, 1889. [56]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.
 THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS AGAINST FIRE and LIFE at Current Rates.
 REUTER, BROCKELMANN & Co., Agents.
 Hongkong, 1st July, 1889. [57]

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.
 THE Undersigned, having been appointed Agents for the above Company, are prepared to accept MARINE RISKS at Current Rates.
 GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 5th November, 1889. [25]

GENERAL NOTICE.
 THE ON TAI INSURANCE COMPANY, (LIMITED).
 CAPITAL TAELS 600,000 } \$833,333-33
 EQUAL TO \$318,000.00
 RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.
 LEE SING, Esq. LO YUEN MOON, Esq.
 LOU TAO SHUI, Esq.

MANAGER—HO AMEI.
 MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 5 & 9, PRAYA WEST, Hongkong, 17th December, 1889. [109]

NOTICE.
 THE MAN ON INSURANCE COMPANY LIMITED.
 CAPITAL SUBSCRIBED.....\$1,000.00

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.
 HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1889. [257]

Entom fions.

NO MORE TOOTHACHE.
 USE
 the Dentifrice Elixir, Powder and Paste
 OF THE
P.R.R.P. BENEDICTINES
 of the ABBEY OF SOULAC (Gironde, France)
DOM MAGUELONNE, Prior
 2 GOLD MEDALS: Brussels 1880, London 1884
 THE HIGHEST REWARDS
 INVENTED BY THE PRIOR
1373 P. HOURS
 The daily use of a few drops of the Dentifrice Elixir of the Benedictines cures the decay of the teeth, which are weakened and consolidated, while the gums are perfectly fortified and restored. It is a real service rendered to our readers to point out to them this old and useful preparation, the most efficacious, and the only preservative from all Dental disorders.
 Established 1807. SEGUIN 3 rue Huguerie, 3 BORDEAUX
 (General Agent)
 May be had at all good Perfumers, Chemists and Druggists of the World.

Notice to Consumers

The PRODUCTS of

ORIZA-PERFUMERY L. LEGRAND

207, rue Saint-Honoré, PARIS

Such as: ORIZA-OIL, ESS. ORIZA, ORIZA-LACTÉ, CRÈME-ORIZA

ORIZA-VELOUTÉ, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:

1. Their manufacture is supervised with the greatest care;
2. Their qualities are unalterable and their scents are sweet.

AS THESE PRODUCTS ORIZA ARE COUNTERFEITED

to live upon their reputation

we warn Consumers not to let themselves be deceived.

The GENUINE PRODUCTS are sold at all respectable firm of Perfumers and Druggists.

ILLUSTRATED CATALOGUE SENT FREE FROM PARIS

Dr. Knorr's ANTIPIRYNE.

(Dose for Adults 15 to 25 grains 3 or 4 times a day)

IS the most approved and most efficacious

remedy in cases of HEADACHE, MIGRAINE,

NEURALGIA, RHEUMATISM, FEVER,

TYPHUS, ERYSIPELAS, HOOPING

COUGH, and many other complaints. It is

also the very best Antiseptic. Highly recom-

mended by the medical Faculty. To be had at

every reputed Chemist and Druggist. Ask for

Dr. KNORR'S ANTIPIRYNE! Each Tin

bears the inventor's signature "Dr. KNORR"

in red letters.

Supplies constantly on hand at the China

Export, Import, and Bank Co.—Sole Agents

for China. Beware of spurious imitations!

Hongkong 20th May, 1890. [244]

NOTICE.

JEVE'S SANITARY COMPOUNDS

COMPANY, LIMITED.

JEVE'S WOOD PRESERVER OR

ANTISEPTIC PAINT.

THE Undersigned have this day been

appointed SOLE AGENTS for the sale

of these PERFECT DISINFECTANTS, and

are prepared to supply quantities to suit

purchasers, at Wholesale Prices. Extra Special

terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., Chief

Sanitary Engineer, Local Government Board

London, says
 "It is the best Disinfectant in use."W. G. HUMPHREYS & Co.,
 Bank Buildings.

Hongkong 1st June 1890. [199]

CAPTAIN GEORGE TAYLOR.

INLAND SEA AND JAPAN COAST PILOT.

Telegraphic Address: POWERS, Nagasaki.

Hongkong, 8th April, 1890. [571]

THE HONGKONG LAND INVESTMENT

AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....\$5,000,000.

PAID UP CAPITAL.....2,500,000.

RESERVE FUND.....1,500,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman.

Hon. C. P. CHATER, Managing Directors.

LEE SING, Esq.

S. C. MICHAELSEN, Esq.

J. S. MOSES, Esq.

G. E. NOBLE, Esq.

POON FONG, Esq.

D. R. SASSOON, Esq.

BANKERS.

THE HONGKONG & SHANGHAI

BANKING CORPORATION.

MONEY advanced on Mortgage, on Land,

and Buildings.

Properties purchased and sold.

Estates Managed and all kinds of Agency and

Commission business relating to land, etc.,

conducted.

Full particulars can be obtained at the Com-

pany's Office, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
 Secretary.
 Victoria Buildings,
 Hongkong, 1st May 1890. [709]

FOR SALE.

AT THE PEAK.

"THE FALLS" on R. B. L. No. 28.—A

well built six roomed House, at present

let on lease for one year.

For full particulars, apply to

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LTD.
 Hongkong, 12th November, 1889. [128]

Notices of Firms.

NOTICE.

CRUICKSHANK & Co., LIMITED.

MR JAMES STEPHEN has been appointed
 GENERAL MANAGER of the above named
 Company from the 1st of June next. Until that
 date he will conduct the business as Acting
 Manager.

WM. CRUICKSHANK,
 General Manager.
 Hongkong, 22nd May, 1890. [794]

THE TRUST AND LOAN COMPANY OF
 CHINA, JAPAN, AND THE STRAITS,
 LIMITED.

MR DE WESTLEY LAYTON has been
 appointed SECRETARY of the Company's
 Branch Office in Hongkong.
 By Order of the Board of Directors,
 WM. H. FORBES,
 Chairman of Hongkong Committee.
 Hongkong, 3rd May, 1890. [711]

To be Let.

TO BE LET.

FIRST FLOOR of No. 3, Blue Buildings,
 From 1st June.